RTIP ID# *(required)* FTIP LA0F007, FTIP LA0F007A

TCWG Consideration Date January 24, 2012

Project Description *(clearly describe project)*
The Proposed Project is a non-capacity enhancing project that would not increase the number of traffic lanes; rather, it would provide safety improvements to motorists and pedestrians that use the Viaduct Complex, seismic improvements to increase the reliability of Viaduct Complex to withstand earthquakes, slightly wider Glendale Boulevard bridges over the Los Angeles River to provide shoulders and standard traffic lane widths, reconfiguration of the northbound I-5 off-ramp to Glendale Boulevard to improve site distance and allow left-turns onto southbound Glendale Boulevard, a pedestrian walkway along the northeast bank beneath the Viaduct Complex, a new access point to the Los Angeles River bikepath, and replacement balustrades that replicate the original balustrade design on the Complex. The reconfiguration of the northbound I-5 off-ramp to Glendale Boulevard would require replacement of the current stop-controlled approach intersection with a new signalized intersection, and is expected to be operational in 2015, while the rest of the Proposed Project will be operational in 2016. The new signalized intersection would operate at a Level of Service (LOS) B in the evaluation year 2036. For a Regional Map and an Overview Map, see Attachment 1.

Type of Project *(use Table 1 on instruction sheet)*
Intersection signalization

County	**Narrative Location/Route & Postmiles** 07-LA-5, PM 45.4
Los Angeles	The Project is located along Hyperion Ave. and Glendale Blvd., between Glenhurst Avenue (northern extent) and Ettrick Street (southern extent) over the I-5 (Los Angeles) Freeway in the City of Los Angeles, Los Angeles County, California. **Caltrans Projects – EA#** 07-335-96510

Lead Agency: Caltrans

Contact Person	**Phone#**	**Fax#**	**Email**
Andrew Yoon Senior Transportation Engineer	213-897-6117	(213) 897-1634	andrew_yoon@dot.ca.gov

Hot Spot Pollutant of Concern *(check one or both)* **PM2.5 X** **PM10 X**

Federal Action for which Project-Level PM Conformity is Needed *(check appropriate box)*

Categorical Exclusion (NEPA)	**EA or Draft EIS**	**FONSI or Final EIS**	**PS&E or Construction**	**Other**
	X			

Scheduled Date of Federal Action: June 2012 (Estimated)

NEPA Delegation – Project Type *(check appropriate box)*

Exempt	**Section 6004 – Categorical Exemption**	**Section 6005 – Non-Categorical Exemption**
		X

Current Programming Dates *(as appropriate)*

	PE/Environmental	**ENG**	**ROW**	**CON**
Start	7/2007	5/2013	9/2013	9/2014
End	4/2013	5/2014	6/2014	8/2016

Project Purpose and Need (Summary): *(attach additional sheets as necessary)*
The primary purpose and need of the Project is to seismically retrofit and improve the geometrics of Glendale-Hyperion Viaduct bridge structures as part of the Highway Bridge Program (HBP). Improvements would address existing safety and operational deficiencies, improve pedestrian linkages with the surrounding system, and meet current seismic performance standards. Preliminary bridge seismic analysis indicates that the existing Glendale-Hyperion Viaduct bridge structures fall below current City and State standards and are in need of seismic retrofitting and rehabilitation. The controlling fault in the Project vicinity is the Malibu Coast-Santa Monica-Hollywood-Raymond fault (M-R fault), which lies approximately 0.3-kilometer (km) (0.2-mile) from the Project site. At this location, the magnitude of the Maximum Credible Earthquake (MCE) is estimated to be 7.5.

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*
Surrounding land uses include low density commercial along Glendale Boulevard with single and multi-family residences behind the commercial uses. Single and multi-family residences are located along Hyperion Avenue. There are minimal industrial land uses in the vicinity that generate heavy trucks in the project vicinity.

By the RTP Horizon Year (2036), normal growth is expected to increase current traffic levels by 33.5%

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility
Project improvements would be completed approximately 2016. The project comprises primarily seismic upgrades to an existing bridge complex and would not increase its capacity.

These ADT values are a sum of northbound and southbound traffic

Glendale Boulevard, between Riverside Drive and the I-5:

Build: LOS = A/A (AM/PM) ADT = 14,600 ADT Trucks = 290 (2%)

No-Build: LOS = A/A (AM/PM) ADT = 14,600 ADT Trucks = 290 (2%)

Hyperion Avenue, between Waverly Drive and Riverside Drive:

Build: LOS = A/C (NB); C/C (SB) ADT: = 29,500 ADT Trucks = 590 (2%)

No-Build: LOS = A/C (NB); C/C (SB) ADT: = 29,500 ADT Trucks = 590 (2%)

As the project is a non-capacity enhancing project, the ADT and truck percentage for the Seismic Retrofit Alternative and the No Build Alternative would be identical to the data for the Project.

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility
The RTP Horizon Year for the Project is 2036.

These ADT values are a sum of northbound and southbound traffic

Glendale Boulevard, between Riverside Drive and the I-5:

Build: LOS = A/A (AM/PM) ADT = 17,820 ADT Trucks = 360 (2%)

No-Build: LOS = A/A (AM/PM) ADT = 17,820 ADT Trucks = 360 (2%)

Hyperion Avenue, between Waverly Drive and Riverside Drive:

Build: LOS = A/C (NB); C/C (SB) ADT: = 35,960 ADT Trucks = 720 (2%)

No-Build: LOS = A/C (NB); C/C (SB) ADT: = 35,960 ADT Trucks = 720 (2%)

As the project is a non-capacity enhancing project, the ADT and truck percentage for the Seismic Retrofit Alternative and the No Build Alternative would be identical to the data for the Project.

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

The project includes a reconfigured off-ramp from northbound I-5 to Glendale Boulevard, which would include a new signalized intersection. The new signalized intersection would be constructed first and is expected to become operational approximately 2015.

NB I-5 Offramp to Glendale Boulevard

Build: LOS = No Data ADT = 7,690 ADT Trucks = 154 (2%)

No-Build: LOS = No Data ADT = 7,690 ADT Trucks = 154 (2%)

Under the Seismic Retrofit Alternative and the No Build Alternative, the ADT would be identical to those data for the Project. As a note, the Project is not a trip generator and would not increase roadway capacity. Although no LOS data were provided for Opening Year, based on the LOS improvement between Build and No-Build alternatives in the RTP Horizon Year (below) and the fact that the Project is not a trip generator, it may be assumed that the LOS improvement between Build and No-Build for the Opening Year would be comparable to that in the RTP Horizon Year.

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

The RTP Horizon Year is 2036.

NB I-5 Offramp to Glendale Boulevard

Build: LOS = A/B (AM/PM) ADT = 9,475 ADT Trucks = 189 (2%)

No-Build: LOS = B/C (AM/PM) ADT = 9,475 ADT Trucks = 189 (2%)

Under the Seismic Retrofit Alternative and the No Build Alternative, the ADT and truck percentage would be identical to those estimated for the Project. As a note, the Project is not a trip generator and would not increase roadway capacity.

Describe potential traffic redistribution effects of congestion relief *(impact on other facilities)*

A median and the Viaduct Complex separate northbound and southbound traffic along Glendale Boulevard in the Project vicinity. Currently, all vehicles exiting northbound I-5 at Glendale Boulevard must make a right turn only onto Glendale Boulevard, even those vehicles that would ultimately travel southbound on Glendale Boulevard. Motorists intending to travel south on Glendale Boulevard must execute a U-Turn at Glenfeliz Boulevard. The project would allow southbound travel on Glendale Boulevard from the reconfigured off-ramp, which will reduce VMT, and thus emissions over time. The daily peak hour VMT and emissions reduction are summarized in Table 1 in the Comments/Explanations/Details section.

Comments/Explanation/Details *(attach additional sheets as necessary)*
Please see Attachment 2 for reasons why the Project is not a Project of Air Quality Concern [40 CFR 93.123(b)(1)].

TABLE 1
Daily Peak Hour VMT and Emissions Reduction (U-turn Versus Left-turn) From Northbound I-5 Off-ramp Signalization

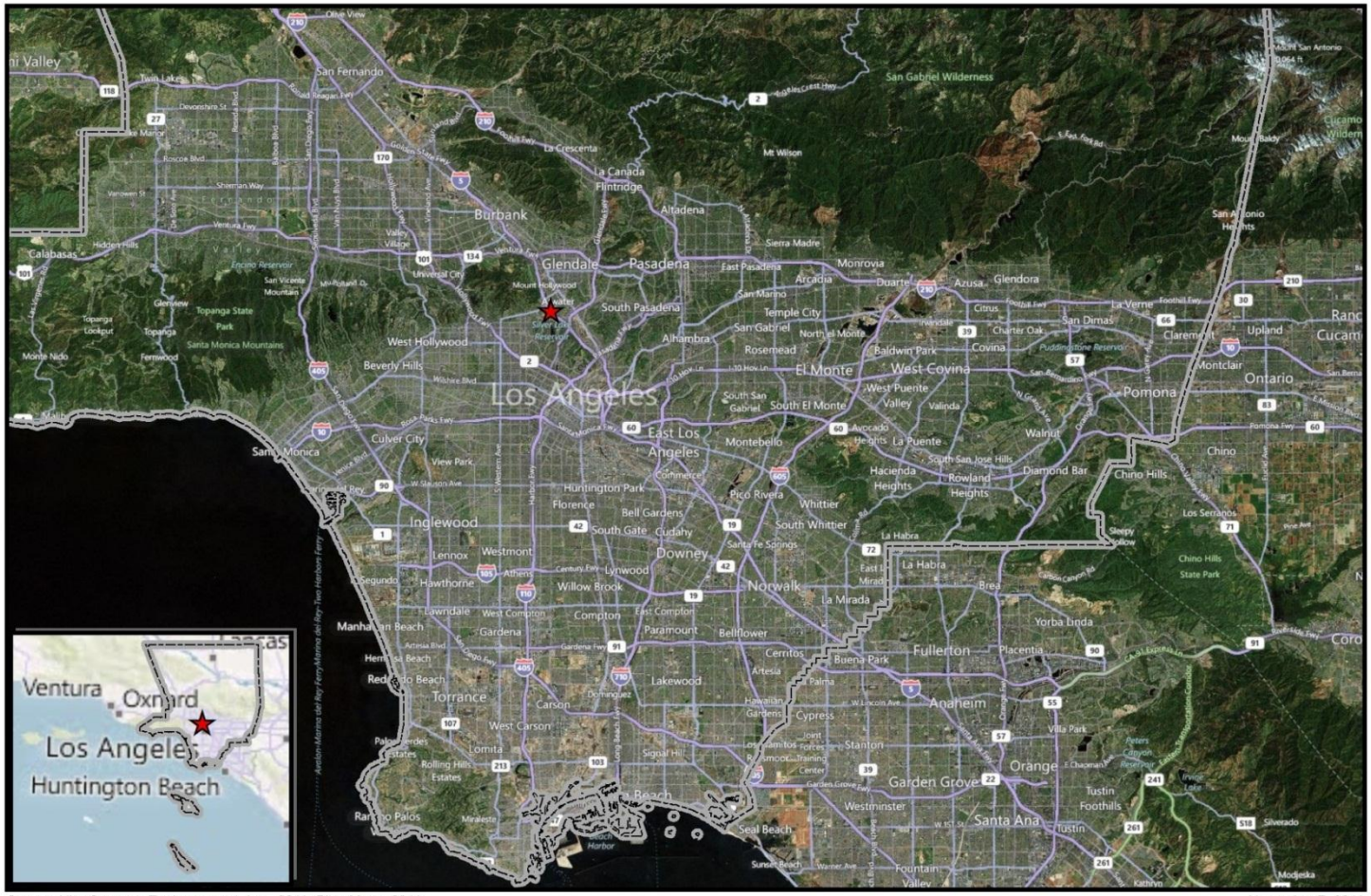
		(lb)					
	Total VMT	**CO**	**NO_X**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**	**ROG**
Opening Year 2015							
U-turn	83	0.47	0.12	0.00	0.01	0.01	0.05
Left-turn	4	0.02	0.01	0.00	0.00	0.00	0.00
Reduced	79	0.45	0.11	0.00	0.01	0.00	0.05
RTP Horizon Year 2036							
U-turn	102	0.24	0.07	0.00	0.01	0.01	0.03
Left-turn	5	0.01	0.00	0.00	0.00	0.00	0.00
Reduced	97	0.23	0.06	0.00	0.01	0.01	0.03

Source: EMFAC2011-SG and UltraSystems Environmental, Inc.

Estimations based on left-turn peak hour (P.M.) volume traffic counts

Attachment 1

MAPS



Source: UltraSystems Environmental, Inc., 2011; Bing Maps, 2011

November 7, 2011

Glendale-Hyperion Viaduct Complex

Regional Map

Map Depicting Project Site in the L.A. Region

Source: Bing Maps, 2010; Ultrasystems Environmental, Inc, 2011

November 28, 2011

Scale: 1:4,800
1 Inch = 400 ft

0 200 400 600 Feet

0 50 100 150 Meters

N

Legend

Project Boundary

Glendale-Hyperion Viaduct Complex

Project Overview Map

Attachment 2

WHY THE PROJECT IS NOT A PROJECT OF AIR QUALITY CONCERN UNDER 40 CFR 93.123(B)(1)

The following are the types of projects that are considered POAQC and the reasons (*in italics)* why the proposed bridge replacement project does not meet any of the definitions.

1) New or expanded highway projects that have a significant number of or significant increase in diesel vehicles (significant number is defined as greater than 125,000 ADT and 8% or more of such ADT is diesel truck traffic, or in practice 10,000 truck ADT or more regardless of total ADT; significant increase is defined in practice as a 10% increase in heavy duty truck traffic);

   The project will not result in an increase in ADT. ADT will remain below 125,000. The maximum truck traffic (in 2036) will be less than 10,000. The percentage of ADT represented by diesel truck traffic will be less than 8.

2) Projects affecting intersections that are at a Level of Service D, E, F, with a significant number of diesel vehicles, or that will change to Level of Service D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project;

   As indicated in the PM Conformity Hot Spot Analysis Project Summary Form for Interagency Consultation, the Proposed Project's existing and future intersections will not result in a Level of Service D, E, or F for either Build or No-build alternatives.

3) New bus and rail terminals and transfer points than have a significant number of diesel vehicles congregating at a single location;

   The project is not a new bus or rail terminal or transfer point.

4) Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location;

   The project is not an expanded bus or rail terminal or transfer point.

5) Projects in or affecting locations, areas, or categories of sites which are identified in the PM10 or PM2.5 applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

   The project is not in, and does not affect, locations, areas or categories of sites that are identified in the 2007 AQMP as sites of possible violation.